

Totals for each emphasis area represent number of dots for that area - percent is of all votes cast  
Numbers for the features represent the check marks - people could identify more than one feature for an issue

		East Lansing		Bay City		Kalamazoo (1		Ferndale		Grand Rapids		Dearborn		Gaylord		Alpena		Champion		Escanaba		St. Ignace		Ann Arbor		GRAND TOTAL	
SAFE		18	16%	9	11%	29	20%	17	14%	11	18%	2	3%	14	20%	3	7%	15	22%	9	17%	3	13%	17	16%	147	15%
top 4 (and ties) shaded and in bold	reduce motor vehicle crashes	3		4		11		5		6		1		8		1		8		0		1		6		54	
	pedestrian travel	8		3		10		11		6		1		8		1		0		1		3		8		60	
	bus stops	1		1		3		4		1		1		3		0		0		6		4		4		28	
	trains	2		1		8		4		0		0		0		1		0		0		1		11		28	
	planes	0		0		2		0		0		0		0		0		0		0		1		0		3	
	access management	5		1		12		9		2		1		6		1		5		0		1		1		44	
	bicycle access	7		3		10		6		3		1		5		3		2		2		2		9		53	
	motorcycles	0		1		2		1		0		0		1		0		0		0		2		0		7	
	borders	3		0		5		4		0		0		0		1		0		0		2		2		17	
	improved vehicle technology	3		0		1		3		0		1		4		0		4		0		1		3		20	
	improved infrastructure	6		1		14		4		4		0		6		1		5		2		1		5		49	
	RR crossings	2		0		9		2		1		0		4		1		1		2		3		5		30	
	truck/car integration	0		2		7		1		2		1		2		1		4		2		2		0		24	
	signage/permanent travel	2		1		0		6		2		0		2		1		1		0		1		1		17	
	individual behavior	1		0		4		3		1		0		2		1		1		1		3		2		19	

SUSTAINABLE		22	20%	19	24%	34	23%	22	18%	19	32%	16	21%	14	20%	16	36%	16	23%	5	10%	2	9%	27	26%	212	22%
top 4 (and ties) shaded and in bold	less impact on communities/neighborhoods	4		2		16		3		6		4		2		0		0		1		1		3		42	
	minimize impact on environment	3		1		19		11		11		6		5		3		0		1		1		13		74	
	compatible with natural environment	5		5		13		5		5		5		7		2		1		1		1		10		60	
	ability to maintain what is built	7		13		17		19		5		12		7		12		15		1		1		12		121	
	better community design/minimize sprawl	9		7		16		14		8		0		8		5		5		4		0		16		92	
	preserve existing rail corridor rights-of-way for future trail and transit use	8		5		9		14		6		10		8		9		2		1		0		14		86	
	better jurisdictional coordination and cooperation on land-use decisions that affect transportation	11		8		21		17		8		8		11		1		2		2		0		17		106	

CHOICES		26	23%	19	24%	26	18%	29	24%	11	18%	19	25%	14	20%	9	20%	6	9%	8	15%	6	26%	24	23%	197	20%
top 4 (and ties) shaded and in bold	multi-modalism and connectivity among modes	9		9		12		13		8		10		9		0		1		1		3		18		93	
	number of routes	8		2		7		11		5		7		0		5		0		1		3		2		51	
	service frequency	8		2		7		14		5		9		0		6		0		2		4		6		63	
	larger transit service areas/regional travel	8		9		11		17		7		8		5		6		0		3		3		8		85	
	more destinations	6		0		4		11		0		2		1		2		1		3		2		3		35	
	efficient transfers	3		2		2		13		5		9		0		1		0		3		1		4		43	
	complete networks/connectivity (roads, rail, bike paths)	9		8		9		17		8		9		12		7		3		3		4		20		109	
	number of airports with commercial service	1		0		1		2		0		3		0		1		1		0		0		0		9	
	bus/rail. airports with more departures	5		1		4		10		4		7		1		0		1		4		2		10		49	
	barrier free access/transfer	9		3		7		11		4		8		1		0		0		2		5		4		54	
	energy efficient and cost effective	7		7		7		12		5		8		5		3		0		4		2		8		68	
	innovative approaches to public transportation	11		10		13		17		8		13		7		5		1		4		4		8		101	

EFFICIENT, CONVENIENT		16	14%	7	9%	23	16%	14	11%	7	12%	12	16%	11	16%	6	14%	9	13%	14	27%	2	9%	10	10%	131	14%
(and ties) shaded and in bold	shorter travel times	3		1		5		7		3		3		0		2		1		2		2		1		30	
	congestion	5		3		15		5		5		5		4		1		0		1		0		6		50	
	information and communications/on-board technologies	5		1		3		5		0		5		0		1		0		3		1		0		24	
	on-line/e-mail communications about system and service status	2		0		3		3		1		3		0		1		0		1		4		3		21	
	service frequency	7		2		5		8		2		6		2		1		2		2		3		2		42	
	available	2		0		2		6		0		6		2		2		1		4		3		2		30	
	modal connectivity	7		4		7		7		2		7		4		0		0		2		1		9		50	

top 4 (	good access to service	2	3	5	6	1	7	3	3	1	4	2	5	42
	good system access	3	3	8	6	2	4	3	3	0	1	1	4	38
	passing lanes	0	0	5	2	0	1	1	3	2	8	2	1	25
	accommodates all levels of movements of people and goods	4	0	12	6	3	9	4	2	1	6	3	4	54

AFFORDABLE		13	12%	15	19%	17	11%	23	19%	3	5%	13	17%	9	13%	3	7%	11	16%	10	19%	5	22%	11	11%	133	14%
top 4 (and ties) shaded and in bold	cheaper fuel taxes	1		2		2		3		0		2		1		1		0		6		3		0		21	
	cheaper license plate fees/registration fees	1		0		1		1		0		0		0		2		1		4		2		0		12	
	reasonable intercity fares	4		1		7		11		1		7		0		1		0		5		2		5		44	
	reasonable urban fares	5		1		4		8		1		6		4		0		0		5		2		4		40	
	funding options (consider tolls, user fees versus taxes)	2		1		5		16		0		6		2		2		9		5		2		4		54	
	reduce travel times	5		0		2		7		1		6		0		1		1		4		2		5		34	
	better accessibility to jobs	6		9		13		17		2		11		1		2		2		4		3		5		75	
	more travel choices	4		2		2		13		0		9		5		1		2		3		3		7		51	

RELIABLE		17	15%	11	14%	16	11%	18	15%	6	10%	14	18%	7	10%	7	16%	12	17%	6	12%	5	22%	15	14%	134	14%
top 4 (and ties) shaded and in bold	on time performance	10		4		8		20		4		14		6		5		0		4		6		11		92	
	on time freight delivery	0		0		2		2		0		2		0		0		0		3		2		0		11	
	responsive	7		4		4		5		1		6		2		4		0		0		4		2		39	
	predictable	6		8		4		7		2		6		0		5		0		4		2		6		50	
	coordinated transfers between modes	8		6		6		13		4		9		2		1		0		3		2		11		65	
	construction projects	3		1		7		6		1		5		1		1		3		0		3		0		31	
	snow removal	0		0		5		7		1		6		1		1		12		3		5		0		41	
	system status/user information	4		1		5		6		2		5		1		1		0		0		2		3		30	

THESE WERE ADDED AT THE MEETING:

No seasonal load restrictions on state highways

1	1%	0%
2	1%	0%

Comfort--transit amenities (e.g. bus shelters)

Commuter & Metrorail  
Public Education

2	3%
1	2%

1	0%
2	0%
2	0%
2	0%

TOTAL RESPONSES 112 100% 80 100% 148 100% 123 #### 60 100% 76 100% 69 100% 44 ### 69 100% 52 100% 23 100% 104 100% 961 100%

(1) There were dots associated with US 131 that are not included in the tally. However, they have been turned over to MDOT for inclusion in the US 131 record.